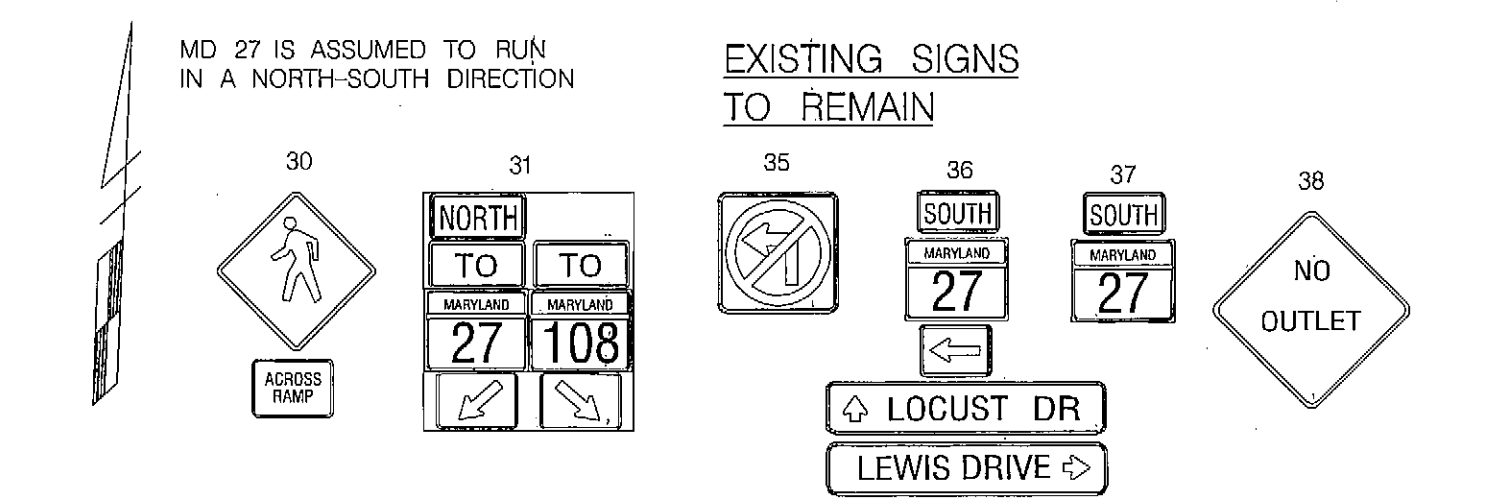


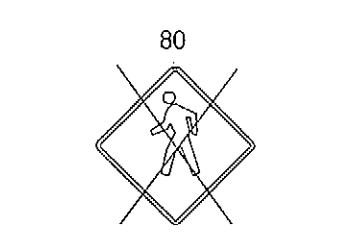
BY: mhusselbee



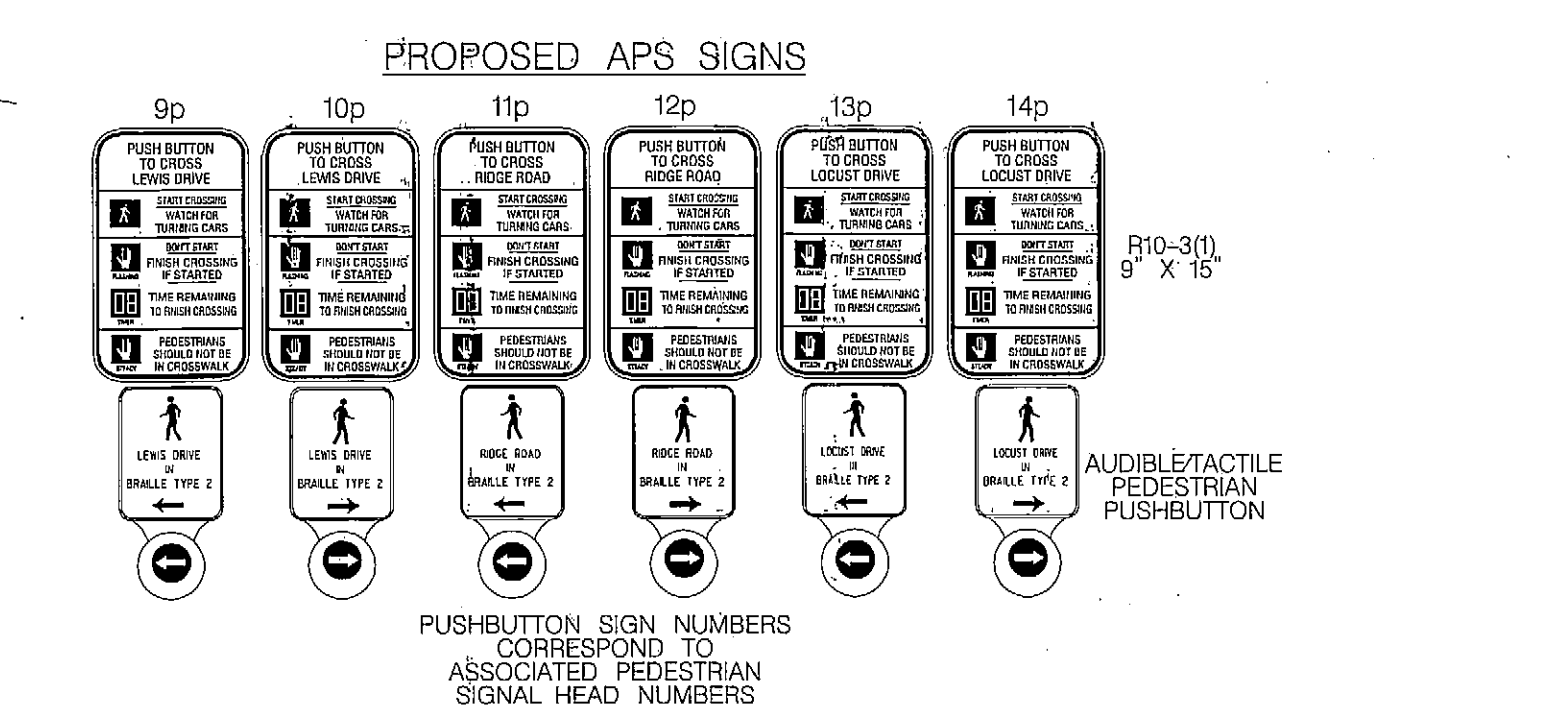
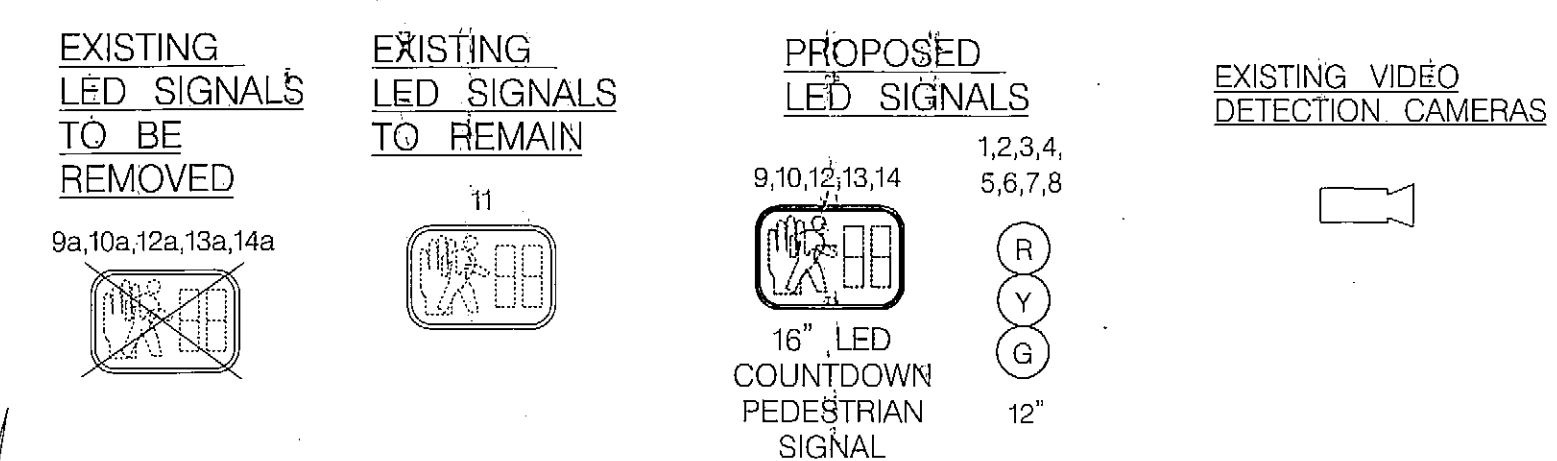
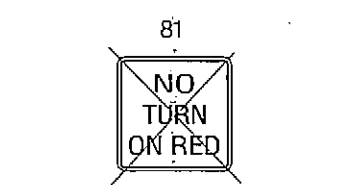
CONSTRUCTION DETAILS MD 27 AT LEWIS DRIVE

- INSTALL 2-WIRE CENTRAL CONTROL UNIT FOR APS/CS IN EXISTING CABINET.
- INSTALL 10 FOOT PEDESTAL POLE WITH BREAKAWAY COUPLINGS PER MD 801.01-01, PEDESTRIAN SIGNAL HEAD, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND.)
- INSTALL 10 FOOT PEDESTAL POLE CUT TO 5 FOOT WITH BREAKAWAY COUPLINGS PER MD 801.01-01, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND.)
- INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- USE EXISTING CONDUIT.
- ADJUST EXISTING HANDHOLE.
- USE EXISTING HANDHOLE.
- SEE DRAWING SG-02 FOR PEDESTRIAN FACILITIES.
- REMOVE EXISTING PEDESTRIAN WARNING SIGN AND PEDESTRIAN INSTRUCTIONS SIGN FROM SIGNAL POLE.
- INSTALL GROUND MOUNTED SIGN ON 4 INCH X 6 INCH WOOD POST.
- INSTALL CROSSWALK WITH 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- INSTALL STOP LINE WITH 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- INSTALL CENTER LINE WITH 5 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- VIDEO DETECTION ZONE TO BE ADJUSTED BY SHA FORCES.
- REMOVE PEDESTAL POLE, ALL ATTACHED EQUIPMENT AND SIGNS, AND DEMOLISH FOUNDATION 12 INCHES BELOW GRADE, CAP AND ABANDON CONDUIT, BACKFILL WITH SUITABLE MATERIAL.
- REMOVE PEDESTRIAN SIGNAL, PUSHBUTTON, ASSOCIATED WIRING, AND ALL PEDESTRIAN INSTRUCTIONS SIGNS FROM LIGHTING POLE.
- REMOVE PEDESTRIAN SIGNAL, ASSOCIATED WIRING AND PEDESTRIAN INSTRUCTIONS SIGN FROM LIGHTING POLE.
- REMOVE EXISTING PAVEMENT MARKING LINE.
- REMOVE EXISTING PEDESTRIAN RAMP.
- REMOVE EXISTING TRAFFIC SIGNAL HEAD AND INSTALL LED TRAFFIC SIGNAL HEAD IN THE SAME POSITION ON THE MAST ARM.
- TRENCH CONDUIT UNDER SIDEWALK.

EXISTING SIGN TO BE REMOVED



EXISTING SIGN ON STRUCTURE TO BE REMOVED



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

MD 27 (RIDGE ROAD) SB

LOCUST DRIVE

LEWIS DRIVE

MD 27 (RIDGE ROAD) NB

GENERAL NOTES

- ALL EXISTING EQUIPMENT NOT DETAILED FOR REMOVAL SHALL REMAIN.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING THE PROPOSED SIGNAL EQUIPMENT. IF UTILITY CONFLICTS ARISE, THE CONTRACTOR SHALL CONTACT THE SHA ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO INSTALLATION OF ALL SIGNAL EQUIPMENT.

- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A FIVE FOOT X FIVE FOOT LEVEL LANDING AREA WITH A CROSS SLOPE NO GREATER THAN 2%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIGURES 4E.3 AND 4E.4, AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC & SAFETY.
- THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON ONLY.

WAE Williams Associates-Engineers, P.A.
777 State Route 3 N, Suite D
Gambrills, Maryland 21054
Phone: 410-729-1004
Facsimile: 410-729-1009

| APPROVALS | |
|-----------------|------------------|
| TEAM LEADER | ASST. DIR. CHIEF |
| OFFICE DIRECTOR | |

| REVISIONS | |
|-----------|---|
| 1 | UPGRADE EXISTING PEDESTRIAN SIGNALS TO APS/CS ADA RAMP, LED SIGNAL HEADS, 12/15/08, TMS 171, MARCH 2013 |
| 2 | WAE |
| 3 | C. ASBUILT |
| 4 | JWA |
| 5 | B. INSTALL VIDEO DETECTION DUE TO RESURFACING |
| 6 | JWA |

| | |
|---|--------------------------|
| SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION MD 27 (RIDGE ROAD) AND LEWIS DRIVE / LOCUST DRIVE DAMASCUS, MARYLAND | |
| TRAFFIC SIGNAL PLAN | |
| SCALE: 1" = 20' ADVERTISED DATE: 12-9-87 CONTRACT NO. _____ | |
| DESIGNED BY: RR ZACHERL | COUNTY: MONTGOMERY |
| DRAWN BY: W. NIES | LOGMILE: 15002706.56 |
| CHECKED BY: _____ | TMS NO. F611 |
| F.A.P. NO. _____ | TOD NO. _____ |
| TS NO. 2449 D | DRAWING SG-1 OF 3 |
| SHEET NO. 1 OF 3 | |

PLOTTED: Thursday, May 02, 2013 AT 10:24 AM
FILE: \\Server2\wae\files\01_Project\01_TEDD-BA\01_Task Work\01_0102_Analysis\MD 27 at Lewis\CADD\p553-P001_M027_Lewis.dgn